

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 OC-05 CCO-00 OPR-02 EB-07 /027 W

----- 054981

R 241730Z JUL 75

FM USMISSION NATO

TO SECSTATE WASHDC 2848

SECDEF WASHDC

INFO USNMR SHAPE

USCINCEUR

USLOSACLANT

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FEDERAL PREPAREDNESS AGENCY-GSA

S E C R E T SECTION 1 OF 2 USNATO 3902

E.O. 11652: GDS

TAGS: MPOL, NATO

SUBJECT: HILEX 7

PER SEPTTEL, THERE FOLLOWS BELOW TEXT OF AC/287(H-7) WP/7(REVISED).

BEGIN TEXT:

REVISED PROPOSALS CONCERNING THE PLAY OF TRANSPORTATION OF
REINFORCEMENTS AND PETROLEUM PROBLEMS ASSOCIATED THEREWITH
SCENARIO

1. THE TRANSPORT PLAY FOR HILEX 7 SCENARIO SHOULD BE
DEVELOPED TO INCLUDE THE EXAMINATION AND TESTING OF THE PREPARA-
TORY STEPS AND PLANNING ACTIONS FOR A POSSIBLE ALLIED BUILDUP AND
IMMINENT REINFORCEMENT OF NATO FORCES. THIS WILL EXERCISE NATIONAL
AND NATO CIVIL EMERGENCY PREPAREDNESS PROCEDURES, INCLUDING ANY
NECESSARY STEPS TO MAINTAIN CIVIL ECONOMIES AND THE BUILDUP OF
CRITICAL COMMODITIES.

2. ALERT MEASURES ENVISAGED FOR THIS EXERCISE ARE LIMITED
TO MILITARY VIGILANCE AND CERTAIN STEPS OF SIMPLE ALERT LATE IN
THE EXERCISE. ACCORDINGLY, PLANS AND PREPARATIONS TO BRING INTO
OPERATION THE NCWAS SHOULD ALSO BE ADDRESSED DURING THE EXERCISE
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PLAY. THE HOST NATIONS AND THE NCWAS SHOULD BE PREPARING FOR POS-
SIBLE OPERATION OF THE NCWAS AND IN SOME CASES PARTS OF THESE WAR-
TIME BODIES MIGHT BE INVOLVED IN EXERCISE PLAY.

3. THE INITIAL PHASE OF THE PLANNED BUILDUP COULD INVOLVE AN INCREASE OF 60 OR MORE MERCHANT SHIPS ARRIVING IN NORTHERN EUROPE, WITH OTHERS ARRIVING IN THE SOUTHERN REGION DURING HILEX PLAY. IF THE CRISIS CONTINUES TO ESCALATE AND U.S. CONTINGENCY PLANS ARE REQUESTED TO BE EXECUTED, SHIP ARRIVALS COULD BE EXPECTED BY APRIL 15, 1976. IN ADDITION TO A FORECAST OF INCREASED U.S. SHIPPING, OTHER ALLIED NATIONAL SHIPPING MAY ALSO INCREASE, WHICH COULD RESULT IN A PROJECTED SHORTAGE OF SPECIALIZED SHIPPING TO MEET CURRENT AND FORECASTED CIVIL AND MILITARY SEALIFT REQUIREMENTS.

4. ON THE PRETEXT OF AN EXERCISE AND IN CONSULTATION WITH NATO AUTHORITIES, HOST NATIONS INITIATE PLANNING ACTIONS TO AIRLIFT REINFORCEMENTS INTO AREA. AS PREPARATORY STEPS, HOST NATIONS WILL BE CALLED UPON TO PROVIDE RESOURCES FOR AIRFIELD RECEPTION AND TRANSPORTATION OF THESE FORCES. EXTREME WEATHER AND/OR EQUIPMENT FAILURES AT PREPLANNED RECEPTION AIRFIELDS COULD OCCUR WHICH WOULD FORCE THE APPROPRIATE AUTHORITIES TO EXAMINE CONTINGENCY PLANS FOR THE DIVERSION OF REINFORCING UNITS TO CIVIL AIRFIELDS. ANTI-MILITARY DEMONSTRATIONS IN SELECTED AREAS COULD ALSO REQUIRE THE PLANNING FOR USE OF ALTERNATE AIRFIELDS, WHICH IN TURN COULD GENERATE UNPROGRAMMED REQUIREMENTS FOR INTRATHEATER MOVEMENT OF MILITARY FORCES. THIS WOULD REQUIRE EVALUATION OF THE LIKELY IMPACT ON NATIONAL TRANSPORT AS ALLIED NATIONS PLACE AN INCREASING LOAD ON HOST NATION RESOURCES, WHICH WOULD ULTIMATELY REQUIRE THE ESTABLISHMENT OF PRIORITIES BY CIVIL AND MILITARY AUTHORITIES.

5. AS A RESULT OF THE CRISIS, CERTAIN MAJOR PORTS COULD BECOME CLOGGED, WHICH CAUSES THE ALLOCATION OF PORT FACILITIES TO MEET MILITARY AND CIVIL REQUIREMENTS. CLOSELY ASSOCIATED WITH THIS SITUATION, THE ALLIES PLAN TO ESTABLISH THE MEANS TO DISCHARGE LARGE CONTAINER-SHIPS IN THE RELATIVELY SECURE PORTS ON THE WESTERN SIDE OF THE UK FOR TRANSSHIPMENT OVERLAND AND FURTHER MOVEMENT BY SMALL COASTER VESSELS ACROSS THE CHANNEL. THESE PROCEDURES WOULD BE NECESSARY TO INSURE A RESUPPLY CAPABILITY IN THE EVENT MAJOR CONTAINER PORTS ON THE CONTINENT ARE DENIED LATER IN THE SCENARIO.

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6. RECOGNIZING THAT MILITARY CONFRONTATION MAY BE IMMINENT WHICH WILL PLACE HEAVY DEMAND ON HOST NATIONS FOR RAPID AND RESPONSIVE SUPPORT, THE DPC HAS DIRECTED THAT PLANS FOR BRINGING INTO OPERATION OF SELECTED NCWAS IN WHOLE OR IN PART BE EXECUTED.

7. NATIONAL AND NATO MILITARY AUTHORITIES WILL, AS THE CRISIS DEVELOPS, SEEK CIVIL EMERGENCY PLANNING CONSIDERATIONS ON ITEMS SUCH AS IMPLEMENTING ALERT MEASURES, ESTABLISHING PRIORITIES FOR HANDLING OF PERSONNEL AND CARGO, INJECTING MILITARY EQUIPMENT SUPPORT PROPOSALS, SUPPORTING ELEMENTS OF THE CIVIL SECTOR, AND WORKING WITH ALLIED CIVIL AGENCIES TO ASSURE THAT CONSIDERATION IS GIVEN TO IMMEDIATE PRIORITIES.

8. THROUHOUT THE FURTHER DEVELOPMENT OF A BACKGROUND SCENARIO IN SUPPORT OF HHILEX7, PLANNERS SHOULD ATTEMPT TO DEVELP PROBLEMS WHICH EXEERCISE THE CIVIL BODIES OF NATO IN CONCERT WITH THE NATO

MILITARY COMMANDERS WHO ARE INVOLVED IN PLANNING FOR THE RECEPTION OF REINFOVCEMENTS AND ESTABLISHMENT OF WARTIME LINES OF COMMUNICA-TION. IN PARTICLAR, THEWAR TIME LOC IS A MULTINATIONAL FUNCTION WHICH REQUIRES CLOSE MILITARY-CIVIL COOPERATION. HILEX 7 SHOULD BE STRUCTURED TO INSURE COORDINATED CIVIL AND MILITARY PLAY. AFCENT SHOULD BE CONSIDERED A KEY MSC ASSOCIATED WITHTHE EXAMINATION OF PLANS AND PREPARATION FOR THE EFFECTIVE MANAGEMENT OF A WARTIME LINE OF COMMUNICATION IN THE CENTRAL REGION.

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ACTION EUR-12

INFO OCT-01 ISO-00 OC-05 CCO-00 OPR-02 EB-07 /027 W
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R 241730Z JUL 75

FM USMISSION NATO

TO SECSTATE WASHDC 2849

SECDEF WASHDC

INFO USNMR SHAPE

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S E C R E T SECTION 2 OF 2 USNATO 3902

ANNEX TO

AC/287(H-7)WP/7

EVENTS TO BE PLAYED DURING HILEX-7

1. A SHORTAGE OF SEALIFT CAPACITY OCCURS WHEN MILITARY RE-QUIREMENTS FOR SHIPPING ASSOCIATED WITH REINFORCEMENT COMPETES WITH CIVIL REQUIREMENTS BEING PLAYED AND THE CONTINUATION OF NOR-MAL WORLD SHIPPING. U.S. REQUEST PROVISIONAL ALLOCATION OF UP TO 100 EUROPEAN NATO FLAG SHIPS TO STEP UP THE CAPACITY TO RAPIDLY REINFORCE NATO.

ASSUMPTION: THERE WILL BE INSUFFICIENT SHIPPING CAPACITY OF THE APPROPRIATE TYPES TO MEET BOTH MILITARY AND CIVIL REQUIREMENTS; THEREFORE, NATO CIVIL AUTHORITIES MUST ES-TABLISH PRIORITIES WITHIN A CRISIS ENVIRONMENT. U.S. RE-SOURCES ARE PROGRAMMED TO BE AT FULL CAPACITY AND AS A MEANS TO ENHANCE THE RATE OF REINFORCEMENT, NATO SHIPPING CAPACITY MUST BE PLANNED FOR. (NOTE: THE SHORT PERIOD

OF HILEX-7 AND THE LOW LEVEL OF CRISIS DURING ACTUAL PLAY OF THE PROBLEM DICTATES THAT THIS EVENT BE A REQUEST BY THE U.S. GOVERNMENT IN ANTICIPATION OF THE ACTUAL REQUIREMENT, NOT A REACTION TO REAL-TIME EVENTS BEING PLAYED.)

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2. NATO MILITARY AUTHORITIES INFORM CIVIL AUTHORITIES TO CONSIDER REQUESTS FOR INTRATHEATER AIRLIFT OF NATO FORCES, USING CIVIL AVIATION RESOURCES.

ASSUMPTION: MILITARY AIRCRAFT WILL BE PROGRAMMED FOR OTHER PRIORITY REQUIREMENTS. PLANNING FOR USE OF CIVIL AIRCRAFT FOR INTRATHEATER AIRLIFT WOULD ENHANCE SACEUR'S FLEXIBILITY FOR EMPLOYMENT OF FORCES.

E. MILITARY AND CIVIL REQUIREMENTS FOR TRANSPORTATION ARE PROJECTED TO EXCEED CAPABILITIES. NATO CIVIL AUTHORITIES ARE INFORMED AND ARE FACED WITH THE COORDINATION OF THE USE OF RESOURCES IN ORDER TO MEET PRIORITY DEMANDS.

ASSUMPTION: CERTAIN COMPLICATIONS ARISE BETWEEN USER AND HOST NATIONS IN OPERATION OF BILATERAL ARRANGMENT. MULTINATIONAL BODIES ARE NOW REQUESTED TO COORDINATE REQUIREMENTS. (NOTE: THE CRISIS HAS NOT YET BEEN EXPERIENCED, BUT PROJECTED ARRIVAL OF RESUPPLY AND REINFORCEMENTS MUST BE CLEARED THROUGH PORTS OF DEBARKATION IN ORDER TO MEET DESIRED TIME SCHEDULES).

4. USER NATIONS REQUEST HOST NATIONS AUTHORITIES TO ACTIVATE BILATERAL AGREEMENTS WHICH SUPPORT THE ESTABLISHMENT OF A WARTIME LINE OF COMMUNICATION THROUGH THE BENELUX COUNTRY TO THE FRG. SEVERAL ACTION/REQUEST FOR SUPPORT FOR THE NECESSARY CIVIL RESOURCES TO SUPPORT THIS LOC SHOULD BE EXERCISED DURING THE PLAY OF HILEX-7. EXAMPLES OF THESE REQUESTS ARE:

-U.S. REQUESTS CONSTRUCTION PERSONNEL TO ASSIST IN INSTALLATION OF DELONG PEERS WHICH ARE A PART OF MILITARY PLANS TO ESTABLISH EMERGENCY PORT CAPACITY FOR DRY CARGO AND POL.

-CIVIL AIRFIELDS ARE DESIGNATED ALTERNATE AERIAL PORTS OF DEBARKATION AND ARE PROGRAMMED TO RECEIVE AND CLEAR U.S. REINFORCEMENTS FROM AIRFIELDS. HOST NATION SUPPORT FOR U.S. MILITARY AIRLIFT COMMAND AND OTHER ALLIED AIRCRAFT FOR SERVICING, REFUELING, AND CARGO HANDLING IS REQUESTED.

-UNPROGRAMMED MOVEMENT OF HIGH PRIORITY SUPPLIES ARE MOVED
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FROM THE UK TO FRG-HOST NATIONS (UK, NL, FRG, BEL) ARE REQUESTED

TO SUPPORT THIS REQUIREMENT.

-IN COORDINATION WITH AFCENT, THE U.S. ESTABLISHES MOVEMENT
CONTROL POINTS ALONG BENELUX LOC. HOST NATIONS ARE REQUESTED TO
PROVIDE ADMINISTRATIVE SUPPORT TO THESE TEAMS. EXAMPLES OF SUPPORT
ARE: OFFICES, COMMUNICATIONS, AND MEDICAL SUPPORT.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 18 AUG 1999
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 24 JUL 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: GolinoFR
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975NATO03902
Document Source: ADS
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: 11652 GDS
Errors: n/a
Film Number: n/a
From: NATO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t197507102/abbrzldy.tel
Line Count: 226
Locator: TEXT ON-LINE
Office: n/a
Original Classification: SECRET
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators:
Previous Classification: SECRET
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: GolinoFR
Review Comment: n/a
Review Content Flags:
Review Date: 30 APR 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <30 APR 2003 by MartinML>; APPROVED <01 MAY 2003 by GolinoFR>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
06 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: HILEX 7
TAGS: MPOL, NATO
To: STATE
SECDEF INFO USNMR SHAPE
USCINCEUR
USLOSACLANT
CINCLANT
FEDERAL PREPAREDNESS AGENCY-GSA

Type: TE

Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 06 JUL 2006